Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7100 A. M.—Dally—Local for Charletto connecting at Koysville for Chase City, and Clarksville.

11:15 A. M.—Dally—Limited — Buffet Pulliman to Allanta and Birminsham, New Orleans, Memphile, Chattanoga, and all the South. Through coach fot Chase City, Oxford, Durham and Raleigh.

6:00 P. M.—Ex. Sunday—Keysville Local, 11:30 P. M.—Daily—Limited Pulman ready 9:30 P. M., for all the South.

YORK RIVER LINE.

STOCKS, BONDS, COTTON,

COTTON PRICES UNEASY; GRAIN GENERALLY HIGHER

MORE CHEERFUL VIEW OF THE STOCK MARKET

Shorts Have Sold Out and Taken Profit Now on Long Side

Conditions in the Corn States.

NEW YORK, September 22 .- After making new low records for the movement during the middle of last week, the cotton market developed a reactionary tendency on Wednesday afternoon, and prices since then have ruled more or less irregular, being about 26 to 27 points above the lowest at the close of the market last night. Trading has been a little less active since the decline culminated, and, as usually happens after a very pronounced movement in prices, speculative sentiment is now confused, and smaller operators are looking for fresh developments on which to base further operations. Generally speaking, it may be fair to say that sentiment remains bearish, but it is felt that, after a decline of about 150 points, a reaction of 50 to 75 points would not be surprising. It is figured, also, that during this season of the year climatic developments are quite likely to favor the long side of the market. The railies during the week, for instance, have been accompanied by predictonis of Gulf and equinoctial storms, and it has also been reported that the interior spot markets have refused to fully respond to the decline in futures.

As to the Future. ment during the middle of last week,

According to the rumors around the Sireet, the real situation in the market is that some of the leading interests, who were bearish on the recent decline, but who are believed to have taken down their profits, are now working on the long side of the market, although retaining bearish opinions as to the probable ultimate course for the market. Naturally enough, therefore, it is felt that, upon any important reaction, these people would not only sell out their recent purchases, but would take the short side for a turn. This idea, together with the impression that prices in the South are very apt to weapen, unless supported by speculative gains during the height of the marketing season, prevents a revival of builths sentiment for the time being, at any rate. On the other hand, selling for short account is held in check by the support the market seems to be receiving from important interests, and the fear of weather damage between now and the end of the month. It appears, consequently, that the situation has reached a point when speculative operators are spit to content themselves with scalp-field. ## 150 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 point when speculative operators are a point when specification operated and applied content themselves with scalping operations, while the stronger operators are building up fresh lines, and getting ready for the next important movement in prices.

Grain Conditions.

Grain Conditions.

The situation in wheat presents non strong features to warrant the premiums now paid on forward deliveries. It is proverbind that it takes the whole world to make the price of wheat. In this view the features of most importance, without entering into detail, are the greater needs of buying countries and the smaller crops in the countries contributing to the wants of others.

100.000.000 bushels, the greater part going out in the form of flour.

Some Important Modifying Factors.

Those who figure on our crops usually overlook one important item. Our crops are declared in measured bushels, and these measured bushels. Yerage about fifty-seven pounds. Distribution is made in bushels of sixty pounds. Granting our wheat crop is so much as 631.000,000 bushels, it is but 600,000,000 bushels, it is but 600,000,000 bushels is quite important. Many think the official figures after the revision they will receive will be lowered materially. Another feature must not be overlooked. Domestic consumption will be larger from the failure of fruit crops and the higher prices generally of food for the masses. We can easily increase our consumption 10 per cent, or say 50.000,000 bushels. This means much as affecting prices in the future.

Position of the Speculators.

The present free buying suggests.

Position of the Speculators.

The present free buying suggests some awakening to the probabilities of the future. Developments in spring wheat are not favorable. What is said of threshings is in disappointment, and the quality has been lowered by the frosts that appeared in many sections. A better movement is to be expected now that we have arrived at a time covering the delay in getting our spring wheat. In winter wheat sections the plowing-in preparation for seeding has been favored with excellent soil conditions. Under the inducement of price, a larger area than hast year can be looked for in winter wheat.

Early in the week the price was de-

Inst year can be looked for in winter wheat.

Early in the week the price was debatable and made little change. Chicago was closed on Tuesday, and missed in the trading of that day. On Thursday after a little pressure on disappointing cables, the market turned for the better, on complaints of dry weather in India and Australia, but most of all on advices from the British Northwest, representing a crop calamity in that section. Crop small and injured greatly by frosts. December wheat in Chicago passed the dollar, and with apparently more friends than at 90 cents, but a short time ago.

An interpretation of the official conditions of corn last issued gives the crop suggestions in the principal States, as follows:

Bushels.

as follows:	
Onio	Bushels. 107,477,000
Indiana	341,423,000
Nebraska	197,335,000
Kansas	
All others	1,496,252,000

THE STOCK MARKET OF THE WEEK

THE STOCK MARKET OF THE WEEK.
Railway and Miscellaneous Shures.

ndiv	triunt sa	les an	A net	shows the week's highest, low changes of all securities sold	on the	New Y	ork Stock
Exch	ange th	is wee	k. His	th and low prices are also giv	en for t	the full	year 1906
and	1906.		907.	Week en	ding Se	ptembe	r 21st, Net
	. Low.			Sales.	High.	Low.	Close, ch.
27%	16	16%	4	Allis-Chalmers 3,300	8	0.8	8 + 11/2
67	60	43%	151/4	Allis-Chalmers, pr 2,200	22	18 5884	6214 + 1%
1181/4	02%	12114	58	Amalgamated Copper398,000	62%	414	414-14
	sale.	71/5	414	American Can	40	-4514	49 + 154
	sale.	6014	43		3914	381/2	3916+ 156
4714	3244	4514	31		94%	94	94%- %
104	981/2	103	021/4 27	Amer. Car and Foun., pr 250 American Cotton Oll 1,000	33	32	33 + 1/2
441/4	28 714	814	/ 334	American Grass Twine., 100	496	45%	479 + 6.79
7814	63%	75%	4916	American Locomotive b,000	631/6	49%	163/2-1- 21/2
1514	954	1034	51/4	American Steel Foundry 200	714	7/4	29 4 4
6354	40	4736	2534	Amer. Steel Foun., pr 1,100	41	37 1111/4	1134 + 24
175	1271/6	1871/4	10714	American Sugar 2,010	11334	116	118 + 2
140	12814	131	115%	American Sugar, pr	80	7814	781/9 15/4
109	93	9814	74%	American robacco, print	885%	80%	881/2+ 2%
11044	85%	10814	81%		90%	891/4	8934-134
106	98	1015%	8.9	Atchison, pr	84	82	821/6+ 1/2
167%	13114	13334	77	Baltimore and Ohio 2,150	915%	91	011/4+ 11/4
12516	105%	122	87	Brooklyn Rapid Transit 23,475	481/4	43	48以土 1线
0114	71	835a	3714	Chasanacks and Univ	24%	331/4	48%- %
665%	611/4	56 69	45	Chicago and Alton, Dr	49	48	
7714	70 14634	15734	11714	Chi. Mil. and St. Paul 43,200	12245	1181/2	122%+ 3%
199%	160	1651/5	145	Chi., M. and St. Paul, pr. 588	148	147	148 + 1
218	sale.	161	107	Chi., M. and St. P. ctfs., 1,2%	112	100	112 + 3
	sale.	149	125	Ch., M. and S. P. pr. ctfs 2,310	1301/4	128%	
240	102	205	1371/2	Chicago and Northwest., 4,230	147%	1441/2	147¼+2 92 -13
118	110	10614	92	C., C., C. and St. L., pr., 100	92	2134	
835%	40%	57%	2134	Colorado Fuel and Iron. 7,500	2415	2312	34 丰 %
41	291/2	3574	21	Colorado and Southern. 6,100	54	621/4	508/ ± 21/
7334	1961/2	6934	51		43%	42	1034 ± 214 4334 ± 12
50	43	581/6	40 41	Col. and South., 2d pr 6,550 Distilling Securities 3,200	67	5134	50% + 21/4 40% + 1/2 67 + 5%
74% 50%	51 3814	444	18	Erie 2.900	2114	2014	211/4+ 11/8
83	74%	7574	4514	Erie, 1st pr 600	491/1	481/2	211/4+ 11/8 •40 + 8
76%	6214	87	2914	Erie, 2d pr 500	38	36	38 + 74
15614	13614	14514	103	Louisville and Nashville 1,500	100%	108	10014 114
7914	62 /	8614	66%	National Biscuit 930	7314	72	731/4 1/4
15614	126	13474	9954	New York Central 11,515	10714	10414	107 + 213
20174	18914	189	15714	N. Y., N. H. and H 455	159 3414	16714	157%+ 1% 34%+ %
5734	43%	48%	30%	N. Y., Ont, and Western 2,300		7014	72 + 2
97%	84	9254	+68	Norfolk and Western 800 North American 830	72 5974	59	59-14
107	871/4	8934	50	North American 830 Northern Pacific221,100	1344	12774	
2321/4	17914	18916	113 9614	Northern Pacific ctfs 25,090	11114	10834	111 + 214
No 147%	sale. 12244	134	114	Pennsylvania Railroad., 54,750	12156	119%	121% + 214
6454	43	67	25	Pressed Steel Car 2.000	2845	27	2814+ 114
270	180	18114	160	Puliman Palace Car 400	168	156	138 + %
6234	44	571/2	3134	Railway Steel Spring 900 Reading448,600	351/4	3414	7514-1
164	112	1391/4	85%	Reading48,600	974	2314	97%4-3% 50 - 2
(Hi	89	92	79	Reading, 1st pr 100	80	2014	21144 14

				Railway and Miscellaneous Bonds.			
		1907. S	ales i				Net
31	High	Low.	\$1 CCC		High.	Low.	Close, ch.
31	93	85	Sec. 1 500	American Cotton Oll Pas	651/4	6414	871/4- 1/4 65 - 1/4 101 + 1/4
9	7914	63	82	American Tobacco fours	101	100	101 + 3
	110%	95%	74	American Tobacco sixer	95/4	97	38% 156
3	10214	95	53	Atch., Top. and S. Fe. gen. fours	871/2	8734	8734
4	925	86	1	Atch., Top. and S. Fe adj. fours stnd	85	85	85 - 114 98%+ 214
1	93%	8414	. 6	Atch., Top. and S. Fe cvt. fours	9354	91	23%+ 214
31	10814	881/4	118 262	Atch. Top. and S. Fe cvt. fives	102	101	101 terms 74
鲱	102	177	19		88	87	88 + 1
3	98% 89%	87 7914	3	Attacto Const Line L. and N. Iours	701/6	7914	1372-1
	9316	59			901/4	90	901g + %
밝	10234	96			08	87	94 + 1× 87 - 1
涯	93	8714	69		88	8614	8614+ 34
8	2041	8514	6		861/4 102	10014	102
3	111	10014	19		0914	971/2	9944 14
3	10534	9744	4		96	95	95 + 1/4
	10014	941/4	1	C and O B and A. hrst con. iouis	86	85.	86
8	100%	85	1	Colorado Fuel and Iron gen. fives	84	8334	84 + M
13	945%	8374	20	Colorado and Southern fours	66	66	68
3	79	631/2	10		7811	17714	7714-114
8	90	71	- 6		75	7214	75 + 1
3	103%	72	. 6	Erie prior lien fours	95	94	7914- 34
5	9914	91	15	Erie gen. lien fours	791/2	7914	7914-34
쉞	88	79 80	28	Erie-Pennsylvania coll. fours	. 80	80	
1	9114	55				9314	951/4 1/4 941/4 1/2
3	1011/2	9284	10		941/4	106	106 - 315
3	106	102	1		9214	9234	941/4+ 1/2 106 + 31/4 921/2+ 1/2
3	10114	92	1		94	94	94 + %
5.1	992	93	36		86	85	85 - 3
5	9614	85	5	Norfolk and Western divisional fours	86	86	86
	911/2	85	1	Norfolk and Western divisional fours. N. and W. P., C. and C. fours. Pennsylvania Railroad 4½s. Pelnsylvania Railroad cyt. 348, 1912	104	104	104 + 8
	107	101	4	Pennsylvania Railroad cvt. 34s, 1912	93	9214	93 ± 14 90 ± 154 94½+ 234
14	100%	91%	64	Pennsylvania Railroad cvt. 31/28, 1915	2016	88	90 + 174
7	95	- 871/3	364			92	941/2+ 23/2
뼥	98%	91	98		91	90%	91
e	9614	90	3			92	92
g	97	92	$\frac{1}{5}$			70	70%+ 14
1	83%	65	- 82			881/8 84	8814 84 + 2
	95 9014	88 8114	2			100	102 + 154
r		100	40	Southern Railway con. fives	79	79	70 - 3
3	11334	79	3	Southern Rallway, M. and O. div	84	84	84 -1
3	9414	80	1	Southern Railway, St. Louis div. fours.	101	101	101 1
n,	10644	101	3		2714	97	9714+ 14 8794+ 29
-	1023/2	9614	103	Union Pacific first fours	87%	- 85	8794+ 254
S	93	8114	2,383	Union Pacific cyt. fours, f. p	96	921%	9674 + 274
	9935	901/4	615	United States Steel In Course ror	9214	921/4 871/6	17214-15
g	9914	90	1	Virginia Iron, Coal and Coke fives Wabash first fives	871/4		1721 - 184 871 - 1 1061 - 1
ü	98	\$71/2	25	Washagh first fives	. 107	105	1061/2-1
ie	114	105	30	Wabash second fives	951/2	95	96½+ 4 104 - 1 54 + 1 68 + 1
s.	10316	95	13 3			104	104 - 1
d	109	104	7			64 67	54 + 1 68 + 1
le	674	52% C514	97	Wabash-Pittsburg heat Tours	01	90	79 1 11
ır	321,6	651/2	71	Wabash-Pittsburg second fours	to toe	nd oth	er govern
•	321/1	otal sa	les fo	Wabash-Pittsburg second fours	erren (

ment bonds, were \$12,333,000.

Traders Think the End of the Bear Market Has Arrived.

MONEY IS MUCH EASIER

In Spite of Tight Money, Loans Have Expanded and New Banks Have Sprung Up.

NEW YORK, September 22.—A more cheerful feeling over the financial outlook has emerged through the clouds in the movement of the stock market. These clouds were gathered for the most part over the metal industries, especially copper. The price of copper has made further decline, and plans for radical curtailment of output have been officially announced by the great producers. Hopes are entertained that the level of stability in the trade is near, and that the withheld demand will develop and the market right liself. Fears that a similar experience awaited the Iron and steel trade have grown less neute. A reviving demand for iron is already reported. NEW YORK, September 22 .- A more

Better Money Market.

Better Money Market.

The most important factor in the sentiment is the betterment of the money market and its prospect. With the passing of the special syndicate requirements of the New York City bond sale and subscription to the Union. Pacific convertible bonds, the money market has shown an easing tendency which has applied not only to call loans, but to the time loan branch.

A feature of the money market, however, is the unusually large offering of mercantile paper and the continued ligh rates commanded by high grades. This is the reflection of the sustained activity in general trade, as reported to the mercantile agencies from various parts of the country. The condition of the banks of the country reflects the same conditions to a large extent, the fact being revealed by the compilation of reports of the national banks to the Comptroller as of August 22d.

Expansion of Loans.

It is subject for surprise that during a period characterized by such drastic

Expansion of Lonns.

It is subject for surprise that during a period characterized by such drastic liquidation in the securities market there has occurred, nevertheless, an expansion in loans of the national there has occurred, nevertheless, an expansion in loans of the proceeding call on May 20th of this year, while the comparison with September 4th of last year shows a loan increase of the New York clearing-house banks for the same period, however, it is found that last year shows a loan on August 24th were \$38,237,500 less than on May 26th, and only \$24,412,400 more than on \$24 th were \$38,237,500 less than on May 26th, and only \$24,412,400 more than on \$25 th, and only \$24,412,400 more than on of the showing of the New 54th showed on August 22d a contraction of directors. Stock transfer books, both common and preferred, will be closed at noon to-day, to be reopened on October 18th. There will probably be a large attendance of stockholders at the annual meeting.

Explaining Two-Cent Rate. Railroads operating in Virginia are

Number of Banks Jacrense.

The number of banks reporting also on August 22d had increased to 6,544, compared with 6,429 on May 20th and 6,137 on September 4, 1996. Meanting there has been an increase in cash holdings for the shorter period of over \$16,000,000, and for the year of \$77, 510,000,000, and for the year of \$77, 500,000, and 12,22 per cent. on May 20th and 20,30 per cent. on September 4th last year. It is known that there has been a very extensive liquidation of the country's foreign indebted and it is a question how far the transfer of these obligations to home instinctions may figure in this loan showling.

Mr. Fuller Not Sick. entions may figure in this loan show

ened circumstances yet, but discounts are declining in Londeu, and a reduction in the Bank of England rate is considered a probability.

The outlook for cotton exports is not so clear, and the better prospects for that crop have had a material effect on the price of cotton. The sustained high level of the value of imports of merchandise is another modifying factor in the exchange situation, the result being to bring the trade balance in our favor for August down to near the vanishing point.

A. J. MONTAGUE TO

OF RICHMOND, VA.

Capital, \$500,000 Surplus, \$300,000

Alexander Cameron, John S. Ellett, Joseph M. Fourqurean,

DIRECTORS. James D. Crump, Granville G. Valentine, J. L. Antrim, J OFFICERS.

OFFICERS.

JOHN S. ELLETT, President. WM. M. HILL, Cashler.

JULIEN H. HILL, Assistant Cashler.

This Bank offers patrons every modern facility in its Banking. Foreign Exchange and Safe Deposit Departments.

Interest Allowed on Savings Deposits.

Auction Sales, Future Days.

By Pollard & Bagby. AUCTION SALE

CLOSE THE ESTATE OF G. I. HER-RING, ESQ., OF NO. 2104 E. GRACE STREET, CONSISTING OF A LARGE DETACHED BRICK HOUSE. THE LOT FRONTS 60X168 FEET.

will sell at auction, on

By Pollard & Bagby.

NICE PIECE OF SMALL INVESTMENT PROPERTY, NO. 3205 WILLIAMS-BURG AVENUE.

. We will sell at auction, on the premises,

premises,
WEDNESDAY, SEPT. 25, 1907,
at 5:30 o'clock P. M., the above mentioned desirable property. The house
is in nice condition, rents for \$10 per
month, and must be sold, even if at
a big sacrifice. Small property pays
the best.

POLLARD & BAGBY, Auctioneers.

FROM ALL POINTS

The many friends of General Traffic Manager H. W. Fuller, of the Chesarent, the treasury statement showing a growth of some \$5,000,000 in deposits with national banks since the process began.

The government's excess of receipts over expenditures for the current month also is some \$5,000,000 less, than in the corresponding period last year. Foreign money markets have become so far reassured over the situation here that they no longer manifest anxiety over demands from here. The money market at Berlin is in straight, end direumstances yet, but discounts are declining in Londou, and a reductive the traffic manager is very popular. The money market at Berlin is in straight, anxiety over demands from here. The money market at Berlin is in straight, and electronic manager is the continues as he hopes in his money market at Berlin is in straight, and electronic manager is continues as he hopes in his money market at Berlin is in straight, and electronic manager is continues as he hopes in his money market at Berlin is in straight, and electronic manager is continues as he hopes in his money market at Berlin is in straight, and electronic manager is very popular. The days of the chest of the continues and the process of the continues as he are declining in Londou, and a reduc-

Passenger Travel Increase.

Passenger Travel Increase.

Passenger Travel Increase.

The increase in passenge travel in North Carolina since the 21-4 cent law was obeyed by the railreads has very not have had a material effective price of cotton. The sustant law of the value of imerchandise is another moditive in the exchange situation, being to bring the trade baller favor for August down to anishing point.

Passenger Travel Increase.

The increase in passenge travel in North Carolina since the 21-4 cent law was very north according to the carolina since the 21-4 cent law was considered. The increase in passenge travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in passenger travel in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law was correctly in North Carolina since the 21-4 cent law saccordina since the 21-4 cent law was correctly in North Car

TO THE HOLDERS OF

Central of Georgia Railway Company

Third Preference Income Bonds

Notice is hereby given that under the authority of the Committee on Finance, given at its regular meeting hold September 17, 1907, I am prepared to sell registered four per cent. bonds of the City of Richmond, Virginia, maturing January 1, 1941, in multiples of one hundred dollars, over the counter of the City Auditor, at par and accrued interest.

EDW. J. WARREN, Auditor.

Money to Loan TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND.

Life Insurance Co. of Virginia

on desirably located business or residence property. For terms and conditions, call on or address Mr. J. T. Lawrence,

IOME OFFICE, RICHMOND, VIRGINIA FOR SALE,

3 Shares (\$1,000 each) of the PREFERRED STOCK OF DREWRY yielding six per cent. dividend per annum, payable semi-annually, and free of taxes, being unquestionably a safe and especially desirable investment.

RICHARD W. MAURY, 1015 E. Main Street.

Richmond Transfer Company

AND PULLMAN TICKET OFFICE, No. 819 East Main Street.

INFORMATION BUREAU. Baggage checked from residence or hote destination of tickets. Cab service.

European Steamship Agent ERICSSON LINE

NORFOLK AND PHILADELPHIA.
From Norfolk 7:00 A. M. Monday, Wesday and Friday. From Philadelphia.
M. Tuesday, Thursday and Satudday.
Fare: One way, \$4,00; round tring \$20 days). O days).

SAMUEL II. BOWMAN,
Stamship and Tourist Agent,
808 East Main Street, Richmond,

The Confederate Museum, TWELFTH AND CLAY STREETS. OPEN 3 A. M. TO 5 P. M. ADMISSION, 35c.

The Valentine Museum. ELEVENTH AND CLAY STREETS. Cpen daily from 8 A. M. to 5 P. M. Ad nission 25 cents. Free on Saturday,

Steamboats.

Virginia Navigation Co.'s JAMES RIVER DAY LINE
To Jamestown Exposition.

9:30 P. M., for all the South.
YORK RIVER LINE.
4:30 P. M.—Ex. Sunday—Limited—To West
Foint—Connecting for Baltimore.
2:15 P. M.—Ex. Sunday. Local to Wast
Point
TRAINS ARRIVE RICHMOND.
6:55 A. M., 8:40 P. M.—From all the South.
6:10 P. M.—From Charlotte, Raleigh, Duram, Chase City and local stations.
8:40 A. M.—From Baltimore and West
Foint.
10:45 A. M.—5:15 P. M.—Local from West
Point.
C. W. WESTBURY, D. P. A.,
920 E. Main Street, Richmond, Va.

R. F. & P. RICHMOND, PREDERICKSBURG FOTOMAC R. R. TRAINS LEAVE RICHMOND - NORTH-WARD.

TRAINS LEAVE RICHMOND—NORTH-WARD.

6:35 A. M.—Daily—Byrd St. Through.
7:30 A. M.—Daily—Main St. Through.
8:40 A. M.—Week Days—Elba. Ashland
12:01 Noon—Week Days—Byrd St. Through.
12:01 Noon—Week Days—Byrd St. Through.
12:30 P. M.—Week Days—Byrd St. Washlington Accommodation.
16:02 P. M.—Week Days—Byrd St. Washlington Accommodation.
16:05 P. M.—Week Days—Biba. Ashland Accommodation.
16:06 P. M.—Week Days—Elba. Washlington Accommodation.
16:07 P. M.—Week Days—Elba. Ashland Accommodation.
16:08 P. M.—Week Days—Elba. Ashland Accommodation.
16:09 P. M.—Daily—Main St. Through.
18:20 P. M.—Daily—Byrd St. Through.
18:20 P. M.—Daily—Byrd St. Through.
18:25 A. M.—Week Days—Elba. Ashland Accommodation.
10:25 A. M.—Daily—Byrd St. Through.
10:25 A. M.—Week Days—Elba. Ashland Accommodation.
10:20 P. M.—Daily—Byrd St. Through.
10:21 P. M.—Daily—Byrd St. Through

Chesapeake & Ohio Rallway.

5:00 A. M. Fast daily trains to Newy or 9:00 A. M. News, Old Peint, Norfolk and 4:00 P. M. Exposition. All trains carry 4:25 P. M. Pullmans or Parlor cars.

MAN MOTOR & Western

Sunday; \$110 A. A. and the topology only.

FOR LYNCHBURG, THE WEST AND SOUTHWEST: \$100 A. M. except Sunday; \$110 A. M. Sunday only; \$12:10 P. M. and \$100 P. M. daily.

ARRIVE RICHMOND: From Norfolk, \$11:30 A. M., \$150 P. M. and \$10:10 P. M. except Sunday; \$11:15 A. M. and \$1:5 P. M. Sunday only.

LEAVE RICHMOND DALLY,

9:35 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington. 12:30 P. M.—Sleepors and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.

8:25 P. M.—Sleepers and coaches, Atlanta,
Birmingham, Memphis, Savannah, Jacksonville and Southwest,
NORTHBOUND TRAINS SCHEDULED TG
ARRIVE RICHMOND DALLY,

6:50 A. M., 6:35 P. M., 7:05 P. M.

Steamvoats.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk.

FOR NEW YORK.

Might it not be that should some of the strong Democrates of Congress come out flatly against the renomination of Mr. Bryan and in favor of some specific candidate, it would be found that it by any other than the control of the strong of the strong Democratic sending to the strong Democratic sending to the strong Democratic sending the strong Democratic sending to the strong Democratic sending to the strong Democratic sending Democratic sendin PRIVATELY ARE AGAINST HIM

The Departs Bureau

The Departs Bureau

The Departs Bureau

Moraska 141,55,000

All others - 191,55,100,000

The Departs Bureau

All others - 191,55,000

The Departs Bureau

Passenger Travel Increase.

Second Preference Income Bonds

TH, 1907.

New York, September 20th, 1907.

CHARLES ALTSCHUL, Chairman;

R. WALTER LEVY.

ERNEST GROESBECK,

FREDERIC WM. SCOTT,

J. F. MINIS,

Committee. Committee.

Notice to Investors

7:00 A. M. / Daily. Locals to Newpo. 5:00 P. M. \ News. WESTBOUND—MAIN LINE.

WESTBOUND—MAIN LINE.

Dally. Louisville, Cincinnati, Chicago and St. Louis. Through P.M. (Chicago and St. Louis. Through Toledo, O., via. Gauley also on 11:00 P.M. Puliman sleepers. Sleeper to Toledo, O., via. Gauley also on 11:00 P. M. train.

7:25 A. M.—Week Days—Hinton. Dally—Charlottesville.

1:00 P. M.—Dally—Local to Gordonsville.

5:15 P. M.—Week Days—Local to Orange.
JAMES RIVER LINE.

1:00 P. M.—Dally—Local to Gordonsville.

5:15 P. M.—Week Days—To Lynchburg.
Sliseper Natural Bridge and Clifton Forge.

TRAINS ARRIVE RICHMOND.

From the East—9:40 A. M., 11:45 A. M., 1:30 P. M., 7:00 P. M., 8:30 P. M., 10:30 P. M., Min Line West—5:30 A. M., 8:30 A. M., 2:30 P. M., 4:15 P. M., 7:45 P. M., James River Line—*8:35 A. M., 7:05 P. M., *Dally except Sunday.

Seaboard Air Line Railway. SOUTHBOUND TRAINS SCHEDULED TO

Richmond and Petersburg Electric Railway Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M., 11 P. M. car to Chester. Last car 12 midnight through to Petersburg. Limited car, 5:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Sycamoro Street, every hour from 6:35 A. M. to 10:35 P. M. Last car, 11:40 P. M.; Limited car, 7:15 A. M. daily, except Sunday.

All cars from Pitersburg connecting Richmond cars.

Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport Sews en route. Fare, \$2.50 one way; \$4.50 ound trip, including stateroom berth; meals xtra. Street cars to steamer's wharf.